

PART 1 GENERAL														
1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, VF-124			2. DTG (LOCAL) OF MISHAP VIA: VFAT 101 3-70 0825U22 NOV 69			3. MODEL AIRCRAFT F8J			4. BUREAU NUMBER 119212					
5. TO: Commander, Naval Aviation Safety Center			6. * 9. LOCATION OF MISHAP 2800R 18NM IMPERIAL TACAN			10. DAMAGE ALFA			11. *					
7. VIA: CO, VFAT 101 RCVW-12			8. * 11. TIME OF DAY RC DAY			12. TIME IN FLIGHT 0 + 50			13. FLIGHT CODE 1A1					
COMFAIRMIRAMAR			14. CLEARED			15. TYPE CLEARANCE LOCAL			16. AIRSPEED 300KE			17. A/C WEIGHT 24,500		
CO, ICAS YUNA			18. BRIEF DESCRIPTION OF MISHAP MID AIR COLLISION			19. ELEVATION AT TIME OF MISHAP S.L. 11,000 FT DIAH 8500'E								
20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND SAMPLING CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)														
F4B, 150473, VFAT 101 ALFA														
* ✓ FACTOR			✓ FACTOR			✓ FACTOR			✓ FACTOR			✓ FACTOR		
(b) (5)														

SECTION B: CONTRIBUTING FACTORS

SECTION C: PERSONNEL DATA

PILOT EXPERIENCE IN HOURS

1. NAME (last, first & middle name) PILOT at controls at time of mishap		2. RANK	3. GRADE NO.	4. GRADE	5. AIR FORCE COMMISSION DATE	6. AIR TIME	7. YEARS IN SERVICE	8. RANK	9. GRADE	10. COMMISSION DATE
HELLMAN, JOHN S.		LCDR	(b) (6)	1310	USN	(b) (6)	12	PILOT	COCKPIT F	
CO-PILOT identify & submit separate page 13										

11. ITEM		ITEM	
ALL MODELS	3473	17. GUL LANDINGS DAY/NIGHT	ALL 351/101
ALL MODELS IN LAST 12 MONTHS	234	18. GUL LANDINGS LAST 6 MONTHS DAY/NIGHT	IN MODEL 341/101
ALL MODELS IN LAST 3 MONTHS	81	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL 0/0
ALL SERIES THIS MODEL	A/C 1920	20. NIGHT HOURS LAST 3 MONTHS	IN MODEL 0/0
ALL SERIES THIS MODEL LAST 12 MONTHS	CFT/CFT 129	21. TOTAL HOURS IN JETS (if jet mishap) EXCLUDING NIGHT HOURS	ALL 8/0
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C 48	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	IN MODEL 2/0
DATE/GRADE LAST NIGHT'S STANDBY/QUALIFICATION CHECK	MAY 69 QUALIFIED	23. TYPE INSTRUMENT CARD	DATE 21 NOV 69
OTHER PERSONNEL			DURATION 1.4

25. NAME (last, first & middle name)	26. GRADE	27. GRADE NO.	28. BRANCH OF SERVICE	29. RATE/ RANK NO.	30. IC UNIT	31. PAYROLL NUMBER	32. OBLIG. NUMBER	33. POSITION

DP-DSF

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA										
A A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS SINCE ACCEPTANCE	3. NO OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT HRS SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
	(1)									
	(2)									
	(3)									
	(4)									
	(5)									
	(6)									
	(7)									
	(8)									
	(9)									
B ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR REQUESTED?	6. FLT HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
	(1)									
	(2)									
	(3)									
	(4)									
	(5)									
	(6)									
	(7)									
	(8)									
	(9)									
C COMPONENT HISTORY	1. COMPONENT INVOLVED Nomenclature	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR REQUESTED?	8. SER. NO. FUR/AMPER		
	(1)									
	(2)									
	(3)									
	(4)									
	(5)									
	(6)									
	(7)									
	(8)									
	(9)									
D INCIDENTS & GROUND ACCIDENTS*	1. PARTS REPAIRED			2. PARTS REPLACED						
	PART NUMBER	NOMENCLATURE	3. DIRECT MINHOURS INVOLVED	PART NUMBER	NOMENCLATURE					
E ENGINE FAILURES	JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW			
	8. G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO RELIGHT ATTEMPTS			
	<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED					<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL				
	INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS							
	RECIPROCATING ENGINE FAILURE									
	17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/RMEP	23. FUEL FLOW PRESSURE			
	INTENTIONAL SECURE	24. ENGINE SYMPTOMS	25. CAUSE OF SYMPTOMS							
	IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP									
	F OTHER REPORTS	1. AMPER SERIAL NUMBER	2. DIR MESSAGE REQUEST DATE-TIME-GROUP					3. OTHER VF-124 PRELIMINARY REPORT OF AIRCRAFT ACCIDENT P22222Z NOV 69		
	4. VF-124 SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT P230234Z NOV 69	5. VMF-101 P232030Z NOV 69					6. CO THIRD MAW REPORT OF DEATH P230222Z NOV 69			

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750 1A (Rev. 3-63) Page 3SPECIAL HANDLING REQUIRED
Para. 65, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAFULT	<input type="checkbox"/> ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER		7. WHEEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDE AND BRIDE ARRESTOR	

10. CATAFULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

G. SHIP'S DATA	12. ENGAGED	13. DECK RUNOUT (FEET)	14. RAM TRAVEL (INCHES)	CONTROL VALVE SETTINGS		15. CONSTANT RUNOUT (WT. LBS.)	16. ACCUMULATOR PRESSURE (PSI)	COMMENTS <i>(for cable failures specify no. landings and months in service)</i>
	DECK PENDANT			CONSTANT PRESSURE DOME (PSI)	CONSTANT RATIO			
	DECK PENDANT							
	BARRIER/BARRICADE							

H. DEPLOYMENT						FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)		
1. DATE DEPLOYED CONUS			3. DAY HOURS/LANDINGS SINCE DEPLOYMENT			4. DAY HOURS/LANDINGS LAST 30 DAYS		
2. NO. DAYS OPERATING PERIOD								
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED			6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT			7. NIGHT HOURS/LANDINGS LAST 30 DAYS		

I. WEATHER	1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
	0	40		180° F	38° F	
7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)						

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	REMARKS	COPY DISTRIBUTION
III	2	COPY DISTRIBUTION ICC CO MAG 33 ✓ ICC CG THIRD MAN ✓ ICC CG FMFPAC ✓ ICC CO VMFAT 101 ✓ ICC COMMANDANT MARINE CORPS (CODE AAP) ✓ ICC NAVPLANTREPO ST LOUIS ✓		200 MA AVNSAFEON DIRECT (AIR) COMNAVAIRCOM (AIR) COMNAVAIRSYSCOM (AIR-07C) ✓ COMNAVAIRPAC ✓ COMREADATKARAIRWING-1 ✓ COMFAIRMIRAMAR ✓ NAVPLANTREPO DALLAS ✓ CONAVAFROSPACERECFAC ✓ DIR AFIP ✓ MCAS YUMA ✓
COST DAMAGE TO		3. GOVERNMENT PROPERTY <i>(None)</i>	4. PRIVATE PROPERTY <i>(None)</i>	5. DATE SUBMITTED TO CO RECFC 15 DEC 1969

(b) (6)

- * When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

SECTION A. IDENTIFICATION		PART 1. GENERAL									
1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, VF-124		2. VF-124 3-70A	3. DTG (BLOCK) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER	6. *					
		VIRAT 01 3-70A	220825U NOV 69	F4B	150473	7. *					
7. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP			10. DAMAGE					*	
		280/48 IPL TACAN			ALPHA						
8. VIA:		11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE					*		
		DAY	0 + 40	1A1							
14. CLEARED		15. TYPE CLEARANCE			16. AIRSPEED	17. A/C WEIGHT					
		LOCAL			140 E	37,000 LBS.					
18. BRIEF DESCRIPTION OF MISHAP		19. ELEVATION AT TIME OF MISHAP			20. TERRAIN					21. MAC	
HAD AIR COLLISION		SL 11,000'			8500'					29%	
20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)											

22. ✓	FACTOR	✓	FACTOR	✓	FACTOR
(b) (5)					

SECTION B. CONTRIBUTING FACTORS											

23. NAME (last, first, & middle initial) PILOT (if controls at time of mishap)	24. RANK	25. GRADE	26. BRANCH OF SERVICE	27. YEARS IN SERVICE	28. MILITARY GRADE	29. POSITION	30. BIRTH DATE
SAUER, WILLIAM C.	CAPT	7521	USMCR	(b) (6)	(b) (6)	PILOT	FWD C/P R/A
CO-PILOT (Identify & submit separate page 3)							
092392							

SECTION C. PERSONNEL DATA											
PILOT EXPERIENCE IN HOURS											
31. ALL MODELS	32.	33.	34.	35.	36.	37.	38.	39.	40.	41.	42.
	932					CV LANDINGS DAY/NIGHT	ALL	11/0			
32. ALL MODELS IN LAST 12 MONTHS	33.	34.	35.	36.	37.	38.	39.	40.	41.	42.	43.
	296					FOUR LANDINGS LAST 6 MONTHS DAY/NIGHT	IN MODEL	0/0			
33. ALL MODELS IN LAST 3 MONTHS	34.	35.	36.	37.	38.	39.	40.	41.	42.	43.	44.
	21					INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	IN MODEL	5/3			
34. ALL SERIES THIS MODEL	35. A/C	36. DFT/CPT	37.	38.	39.	40.	41.	42.	43.	44.	45.
	637					NIGHT HOURS LAST 3 MONTHS	IN MODEL	1/1			
35. ALL SERIES THIS MODEL LAST 12 MONTHS	36. A/C	37. DFT/CPT	38.	39.	40.	41.	42.	43.	44.	45.	46.
	296					TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		907			
36. ALL SERIES THIS MODEL LAST 3 MONTHS	37. A/C	38. DFT/CPT	39.	40.	41.	42.	43.	44.	45.	46.	47.
	21					LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	11/20/69			
37. ALL SERIES THIS MODEL LAST 3 MONTHS	38. A/C	39. DFT/CPT	40.	41.	42.	43.	44.	45.	46.	47.	48.
	2					TYPE INSTRUMENT CARD	DURATION	1.5			
28. STATE/GRADE LAST NATOPS STANDARDIZATION CHECK											

49. OTHER PERS *	50. NAME (last, first, & middle initial)	51. GRADE	52. RANK	53. BRANCH OF SERVICE	54. FILE NUMBER	55. UNIT	56. GRADE	57. MILITARY GRADE	58. POSITION
	WILKENING, WILLIAM F.	1/LT	USMCR	(b) (6)	VIRAT 01	"F"	RIO	AFT C/P	

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED

Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL AND FACILITIES DATA											
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK		
	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR REQUESTED?	6. FLT. HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK	
	(1)										
	(2)										
	(3)										
(4)											
B. ENGINE HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR REQUESTED?	8. SER. NO. F/R/AMPUR			
	(1)										
	(2)										
	(3)										
	(4)										
C. COMPONENT HISTORY	1. PARTS REPAIRED			2. PARTS REPLACED							
	PART NUMBER	NOMENCLATURE	3. DIRECT MANNHOURS INVOLVED	PART NUMBER	NOMENCLATURE						
D. INCIDENTS & GROUND ACCIDENTS*	JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)										
	AT TIME OF FLAMEOUT	1. ALTITUDE	2.IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE			
	G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS				
	INTENTIONAL SECURE	15. ENGINE SYMPTOMS			16. CAUSE OF SYMPTOMS						
E. ENGINE FAILURES	RECIPROCATING ENGINE FAILURE										
	17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/HMEP	23. FUEL FLOW	24. OIL PRESSURE			
	INTENTIONAL SECURE	25. ENGINE SYMPTOMS			26. CAUSE OF SYMPTOMS						
F. OTHER REPORT	105. OTHER REPORTS CONCERNING THIS MISNAP										
	1. ANPTUR SERIAL NUMBER _____										
	2. DR MESSAGE REQUEST DATE/TIME-GROUP _____										
	3. OTHER _____										
	4. _____										

AIRCRAFT ACCIDENT REPORT

ORINAY FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in moving.

OFNAV REPORT 3753-1

G. SHIPS DATA	1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING		3. WIND OVER DECK		4. RELATIVE WIND		5. APPROACH/END SPEED	
	6. MARK NUMBER		7. MODEL NUMBER		8. LOCATION OF SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTOR			
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED										
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.										
H. DEPLOYMENT	WEATHER	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS			15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)		
		CONSTANT PRESSURE DOME (P.S.I.)	RATIO	CONSTANT RUNOUT (WT. LBS.)						
		DECK PENDANT								
		DECK PENDANT								
BARRIER/BARRICADE										
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)										
1. DATE DEPLOYED COMB			3. DAY HOURS/LANDINGS SINCE DEPLOYMENT			4. DAY HOURS/LANDING LAST 30 DAYS				
2. NO. DAYS OPERATING PERIOD										
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED			6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT			7. NIGHT HOURS/LANDINGS LAST 30 DAYS				
WEATHER AT SCENE OF MISHAP										
1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY			4. TEMPERATURE RUNWAY OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING			
7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)										

PART III ADDITIONAL INFORMATION

PART II ADDITIONAL INFORMATION				
PART	SECTION	ITEM	1.	REMARKS
				2 COPY DISTRIBUTION 2CC NAVAVNSAFEON DIRECT (AAR) B623CNEKZ B623CNEKZ COMAG 33 CG 3M MAW CG, FMFPAC CO, VMEAT-101

COSET DAMAGE TO

3. GOVERNMENT PROPERTY

4. PRIVATE PROPERTY

S. DATE SUBMITTED TO DO

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER	2. MEMBERS
	UNIT BILLET
3. FLIGHT SURGEON MEMBER	3. MEMBER
	UNIT BILLET

- * When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

PART V THE ACCIDENT

The accident involved a flight of two (2) Navy F8J's and a single Marine F4B. The Marine F4B (SB-03) aircrrew briefed at 0600 and launched at 0748 on 22 November 1969 in VFR conditions from MCAS El Toro. The F8J's (NJ-412, 413) briefed at 0630 and took off at 0735 in VFR conditions from MAF El Centro on 22 November 1969. SB-03 was scheduled for a syllabus RIO training mission which included local area familiarization and flight characteristics demonstrations of the F4B. SB-03 had flown to the Yuma area and was returning to El Toro via El Centro remaining south of R2510 thence direct on an approximate heading of 290°M. The pilot of SB-03 had demonstrated a clean stall and was in the process of demonstrating a dirty stall with gear and flaps down at approximately 150 KIAS, when the RIO called a bogey at 10 o'clock low (NJ413). The pilot acknowledged the stranger by "TALLY HO" and commenced to recover the aircraft by adding power. Almost simultaneously NJ412, in a left bank and nose slightly high, appeared directly in front of SB-03. Enclosure (1).

The section of Navy F8J's, NJ412 and 413, were scheduled for a Formation I mission which involves parade formation practice, combat spread, tactical positioning and individual acrobatic maneuvering. The formation work was completed and the section was proceeding in combat spread on a heading of approximately 030° at 300 KIAS toward Borrego Desert Valley. NJ412 passed the lead to NJ413 and commenced a left turn to position himself in trail from a position approximately one (1) mile slightly forward of, and 1000' higher than the new leader.

NJ413 called "Knight I, aircraft between us". Enclosure (2). NJ412 increased his bank to look for the F4B and not seeing the unknown aircraft to the left, started to roll out of the bank and scanned to the right. He immediately saw the F4B at two o'clock level and closing, and pulled back on the stick, but was too late to avoid a mid-air collision.

The F4B contacted the F8J on the underside of the fuselage just aft of the trailing edge of the wing. Enclosure (3). The F4B RIO stated that he saw only the bottom side of the F8J and never saw the cockpit. The nose cone and front cockpit of the F4B were severely damaged on the initial impact of the two aircraft, incapacitating the pilot. The RIO lurched forward then back and pulled the alternate ejection handle on his backward movement. He stated there was smoke, fire, and debris coming back from the front cockpit as he ejected. Enclosure (1).

NJ412 had momentary nose control of the F8J and then the aircraft nosed over uncontrollably. He ejected very shortly thereafter.

The F8J engine, vertical stabilizer, horizontal stabilizer, ventral fins, and afterburner came apart from the violent impact and landed in a semicircular pattern on the desert floor. The forward fuselage and wing impacted nose first in a small valley. Enclosure (4).

The F4B descended in a flat spin and exploded on impact in a small arroyo. Parts distribution of the F4B was very compact; confined to within 100 yards of the shallow crater created by impact with the ground. The pilot's remains and all significant components of the Martin Baker Escape Unit were found in

the wreckage. There was no apparent attempt by the pilot to eject and there was positive evidence that an automatic sequence ejection was not utilized.

The F8J pilot landed in very rugged mountainous terrain and sustained

(b) (6) The F4B RIO landed in rather flat terrain, but suffered from cactus cuts as he was dragged by the chute.

PART VI DAMAGE TO AIRCRAFT.

Marine F4B BUNO 150473 sustained major structural damage upon colliding with F8J BUNO 149212. It entered uncontrolled flight, struck the ground in a flat spin, burned and sustained STRIKE damage.

Navy F8J BUNO 149212 sustained STRIKE damage as the tail aft of FS595 was torn from the fuselage upon collision with the F4B. The fuselage with wing impacted the ground about two miles from the point of the collision and burned. Enclosure (4).

PART VII THE INVESTIGATION AND ANALYSIS

(b) (5)

A. PERSONNEL FACTORS

(b) (5)

(b) (5)

(b) (5)

(b) (5)

PART VIII CONCLUSIONS

(b) (5)

PART IX RECOMMENDATIONS

(b) (5)

INDEX OF ENCLOSURES

1. Statement of RIO, 1/LT WILKENING
2. Statement of F8J, NJ412, pilot, LCDR HELLMAN
3. Artist sketch of aircraft at moment of impact
4. Photograph showing crash sites and wreckage distribution
5. Resume of Captain SAUER's flight experience
6. Diagram showing estimated relative positions of the aircraft prior to collision
7. Resume of LCDR HELLMAN's flight experience
8. VF-124 DET El Centro flight schedule
9. VMFAT 101 Flight Schedule
10. MCAS Yuma Rescue report
11. WSCG Air Station, San Diego rescue report
12. MOR, Captain SAUER
13. MOR, LCDR HELLMAN
14. MOR, 1/LT WILKENING
15. Statement of CW04 MODIC
16. Statement of Captain VADNIS
17. Statement of LTJG ORCHID

All Statements Withheld under (b)
(5) and (b)(6).

All Statements and Medical Officer Reports Withheld
under (b)(5) and (b)(6).

MS 5 12 10.10

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES
RECEIVED
27 SEP 11
RECEIVED



VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69 P8J BUNO
149212, F4B BUNO 150473 pilots (b) (6) and SAUER.
Artist's rendition showing relative position of F4B, SB03, and P8J, NJ412,
at instant of impact. The view is from directly above the two aircraft.

Enclosure (3)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

F4B Crash Site

F8J BU NO 149212
PARTS DISTRIBUTION

- A. Forward Fuselage and Wings
- B. Engine plus surrounding Fuselage
- C. Vertical Stabilizer
- D. AFT Fuselage minus Tailcone
- E. Canopy
- F. Port WHT
- G. Afterburner

12h MR 3-704, VERT AIR 101 AIR 3-704 occurring on 22 NOV 69, F8J BU NO 149212, FAB BU NO 150473, pilots (b) (6) and SJMR. Aerial photograph showing the two crash sites and wreckage distribution of the F8J BU NO 149212.

Enclosure (4)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH ORMAINST 3750.6 SERIES

Resume of Captain SAUER's, pilot of Marine F4B BUNO 150473, flying experience for the preceding five fiscal years; concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69, F8J BUNO 149212, F4B BUNO 150473, pilots HELLMAN and SAUER.

<u>Command Attached</u>	<u>Period assigned</u>	<u>Model Aircraft</u>	<u>Flight Hours</u>	<u>CV Landings</u>	<u>Operational Proficiency</u>
NA TRACOM	MAR 66-MAR 67	various	285	7/0	Operational
VFT-1	MAY 67	TF9J	7	0/0	Operational
VMFA-513	JUN 67-JUN 68	F4B	241	0/0	Operational
VMFA-542	JUL 68-AUG 69	F4B	379	0/0	Operational
VMFAT-101	SEP 69-NOV 69	F4B	21	0/0	Operational

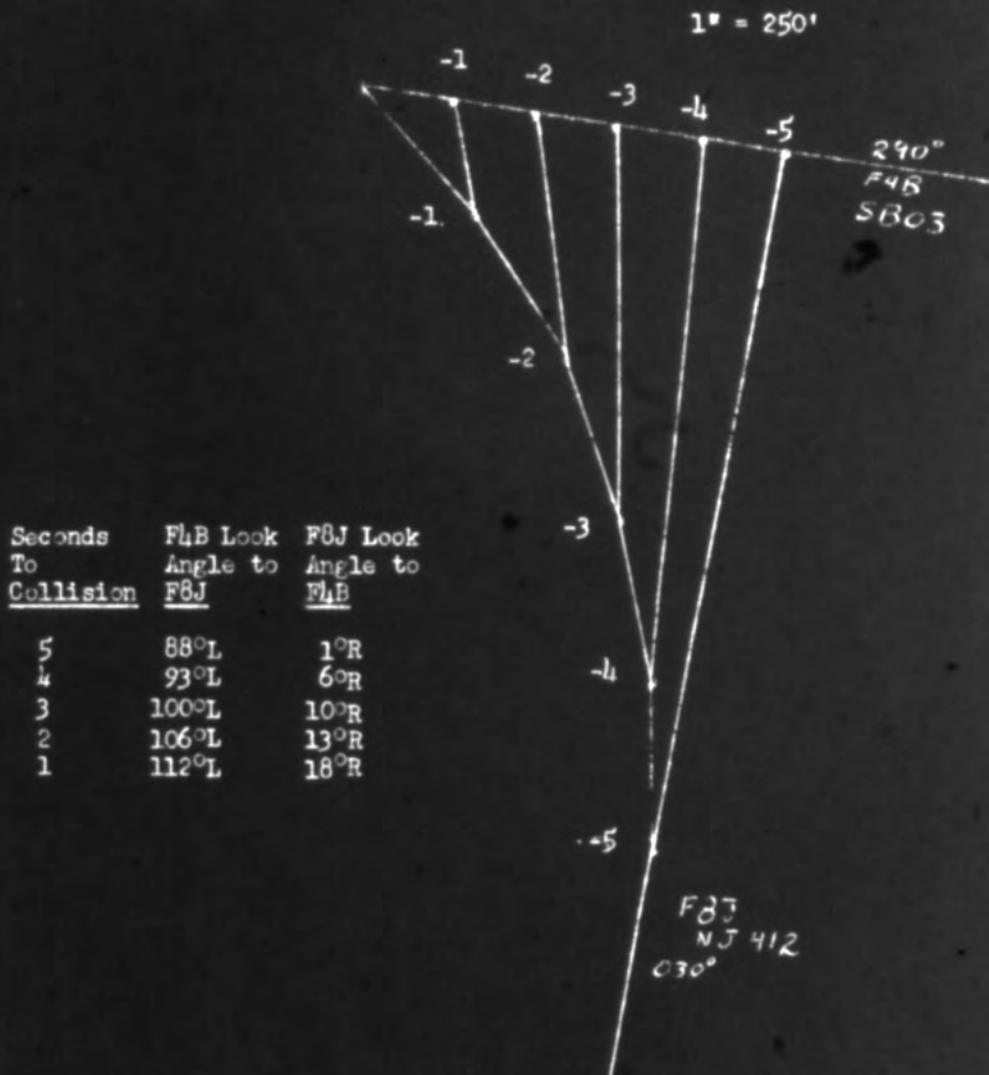
Pilot's synthetic trainer time for the preceding 12 months

<u>Date</u>	<u>Type Trainer</u>	<u>Mission</u>	<u>Time logged</u>
9/18/69	WST	Emerg Procedures	1.0
9/19/69	WST	Emerg Procedures	1.0

Enclosure (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Diagram showing estimated relative positions of the two aircraft during the 5 seconds preceding the collision, concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots HELLMAN and SAUER.



Enclosure (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Resume of flying experience for the preceding five fiscal years.
LCDR HELLMAN, USN (b) (6) 310, pilot of F8J, BUNO 149212, concerning
VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69, F8J BUNO 149212,
F4B BUNO 150473, pilots HELLMAN and SAUER.

<u>Command Attached</u>	<u>Period assigned</u>	<u>Model Aircraft</u>	<u>Flight Hours</u>	<u>CV Landings</u>	<u>Operational Proficiency</u>
				<u>Day/Night</u>	
USNPGS Monterey	NOV 64-DEC 65	T-2A	96	0/0	Proficiency
VF-124	JAN 66-APR 66	F8	105	16/10	Operational
VF-162	MAY 66-FEB 68	F8	497	171/40	Operational
VF-124	MAR 68-NOV 69	F8/T-28	374	0/0	Operational

Pilots synthetic trainer time for the preceeding 12 months:

NONE

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SDO: LTjs (b) (6)
LTjs

FIGHTING ONE TWENTY FOUR
NAVAL AIR FACILITY
EL CENTRO DETACHMENT

DATE: 22 NOV 1969
DAY: SATURDAY

EV	BRIEF	PILOT	COMP	MODEX	TIME	T.O.	LAND	ETE	MISSION	CH	MARKS
1.	0630	(b) (6)	20	452	12	0745	0915	1*30	T-8	17	OVERWATER
			20	452	12						
			20	454	12						
2	0630	HILLMAN ORCHID	20	452	07	0800	0930	1*30	FF-1	18	
			20	453	07						
			20	453	07						
3	0630	(b) (6)	20	453	15	0800	0945	1*45	FF-2	19	
			20	453	15						
			20	453	15						
4	0700		20	453	14	0800	1000	2*00	FI-1	17	LUNCH NIN LAND nJK
			20	453	14						
5	1000		20	455	1+	1100	1230	1*30	T-9	18	OVERWATER
			20	455	1+						
			20	455	1+						
			20	455	1+						
6	1000		20	455	20	1100	1300	2*00	FI-1	19	
			20	455	20						
7	1000		20	455	17	1100	1300	2*00	FI-1	17	
			20	455	17						
8	1315		20	455	16	1415	1530	1*15	T-11	18	RNDW WITH TA4 AT 1430
			20	455	16						
9	1315		20	455	17	1430	1545	1*15	T-11	19	
			20	455	17						
10	1330		20	458	17	1445	1615	1*30	FF-1	17	
			20	458	17						
11	1330		20	458	13	1445	1645	2*00	FI-1	18	
			20	458	13						
12			20	459	10	1700	1830		MLP	17	"C" 1700-1730 1800-1830
			20	459	10						
			20	459	12						
			20	459	12						
			20	459	13						
			20	459	13						
13			20	459	14	1730	1900		MLP	18	"C" 1730-1800 1830-1900
			20	459	14						
			20	459	14						
14			20	459	15	1900	2030		MLP	19	"C" 1900-1930 2000-2030
			20	459	15						
			20	459	15						

SUBMITTED BY

J. C. THOMPSON

CERTIFIED TO BE A TRUE COPY

APPROVED BY

J. S. HILLMAN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

TOTAL SORTIES 38

TOTAL FLY HOURS 54.7

DET TOTAL 293 L

ENCLOSURE (8)

MARINE FIGHTER/ATTACK TRAINING SQUADRON-101
 Marine Aircraft Group-33
 3d Marine Aircraft Wing, FMFPac
 MCAS, El Toro (Santa Ana), California 92709

21 November 1969

FLIGHT SCHEDULE FOR SATURDAY, 22 NOVEMBER 1969

SDO.....1STLT	(b) (6)	ODO:	
OPS CLERK..LCPL		0730-1030:	1STLT (b) (6)
		1030-1330:	1STLT
		1330-1630:	1STLT
		1630-SEC:	1STLT

SUNRISE..0620
 SUNSET...1645

EVENT NR	CALL SIGN	APC CODE	FLIGHT LEVEL	BRIEF	T/O	LAND	CREW	REMARKS	MSN A/C TM ACCM
2600	SB-04	VFR		0530	0700	0845	(b) (6)	INST II	
2601-1	SB-06	VFR		0600	0730	0845	(b) (6)	FORM I IUT FORM	
-2	SB-22	VFR							
2602	SB-08	I-3	330	0600	0730	0915	SAUER WILKENING	RIO FAM II	
2603-1	SB-05	VFR		0845	1015	1200	(b) (6)	FORM III IUT FORM	
-2	SB-23								
2604	SB-04	I-2	330	0915	1045	1230	(b) (6)	INST VI/ NATOPS EVAL	
2605	SB-10	VFR		0915	1045	1230		NAV REF	
2606-1	SB-33	VFR		1200	1330	1515		FORM I	
-2	SB-26	VFR							
2607	SB-38	DD-175		1515	1645	ETR 231500U		X-C ETR 231500U	
2608	SB-21	DD-175		1515	1645	ETR 231500U		X-C ETR 231500 U	
2609	SB-28	DD-175		1530	1700	ETR 231500U		X-C ETR 231500U	
2610	SB-39	DD-175		1530	1700	ETR 231500U		X-C ETR 231500U	

FLIGHT HOURS LAST MONTH 298.4

FLIGHT HOURS THIS MONTH 151.7

FLIGHT HOURS THIS FISCAL YEAR 1467.9

NATOPS: MAXIMUM ALLOWABLE GROSS WEIGHTS (FOR THE F-4B)

FIELD TAKEOFF - 54,800 LBS.

FIELD LANDING (FLARED)

BEFORE AFL 230 - 38,000 LBS.

AFTER AFL 230 - 42,000 LBS.

ARRESTED LANDING, TOUCH AND GO AND MLP

BEFORE AFL 230 - 34,000 LBS.

AFTER AFL 230 - 38,000 LBS.

(REF NATOPS 1-130)

Enclosure (9)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

EMERGENCY OF THE DAY: EXHAUST NOZZLE FAILURES (REF RAMPS 5-26, 27)

REC: 0800-1130: 1STLT (b) (6)
1130-1500: 1STLT

H. C. IV
C-3 GF.

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)SPEC HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E
INSTRUCTIONS: SEE REVERSECNO
NUMBER 623

OPNAV REPORT SYMBOL 3750.14

1. FROM Search and Rescue, MCAS, Yuma, Arizona 85364				2. DATE OF MISHAP 22 Nov 1969	3A. DATE OF RESCUE 22 Nov 1969
3. LOCATION AND DUTIES OF RESCUE VEHICLE MCAS, Yuma, Arizona, SAR				4. RESCUE VEHICLE (Type/Model) UH-34D	
5. NUMBER OF PERSONNEL 5	SA. IN RESCUE VEHICLE OR ON RESCUE TEAM 5	SB. TO BE RESCUED 3	SC. RESCUED 1 DOA	6. RESCUE BACK UP MEANS UH-34D	
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)				8. WEATHER CONDITIONS AT RESCUE SITE	
9A. Alert Received 0935	Method Crash Phone			9B. WATER TEMPERATURE N/A	AIR TEMPERATURE 72 °F
9B. Vehicle Departed 0942	Distance to Scene 88 NM			WIND VELOCITY 0	
9C. Arrived on Scene 1055	Search Required Yes			9D. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION Rolling Desert, 1700' elevation.	
9E. Located Survivors 1115	Method of Locating Cap Aircraft Directed Heli to Site			9F. EQUIPMENTS ACTUALLY USED DURING RESCUE	
9G. Rescued Retrievable 1115	What Was Sighted First Smoke from burning aircraft			UH-34D (1) Shovels (2) Body Bag (1) Gloves (1)	
9H. Ended Retrieval 1215	Subsequently Departed for El Centro				
9I. Survivor(s) Disembarked 1250	Location (If different from Item 9) NAF El Centro				

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

Two survivors picked up by Coast Guard helo based at San Diego. Pilot's body of F-4 was recovered by Yuma helo and returned to El Centro.

11. PERSONNEL REQUIRING RESCUE NAME-LAST SAUER, W. C., Capt.	FIRST (b) (6)	INITIAL	GIVE REASON FOR RESCUE Midair Collision	FACTORS COMPLICATING RESCUE ATTEMPT Physical condition, ignorance of equipment, sea state, etc.

12. REMARKS: (Training of rescue team or crew, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

Accident occurred 39 NM from NAS Miramar, 48 NM from NAF El Centro, and 95 NM from Yuma. The SAR unit from NAF, Miramar could have more effectively covered this accident. This accident reaffirms the need for a SAR Unit at NAF El Centro.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL

TARDIFF, E. G., CWO-3, SAR Pilot

SIGNATURE OF SUBMITTING OFFICIAL

15. NAME AND TITLE OF FORWARDING OFFICIAL

AYERS, T. J., LtCol, Operations Officer

SIGNATURE OF FORWARDING OFFICIAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES
Enclosure (10)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
 MEDICAL INFORMATION
 OPNAV FORM 3750-8B (REV. 4-68) S/N 0107-731-8261

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY

- | | | |
|------------------------------------|---|---|
| <input type="checkbox"/> 1 - NONE | <input checked="" type="checkbox"/> 4 - FATAL | <input type="checkbox"/> 7 - MISSING, UNKNOWN |
| <input type="checkbox"/> 2 - MINOR | <input type="checkbox"/> 5 - MISSING, LAND | |
| <input type="checkbox"/> 3 - MAJOR | <input type="checkbox"/> 6 - MISSING, WATER | |

- | | | |
|----------------------|-------|------|
| 2. DAYS HOSPITALIZED | | |
| 3. DAYS IN QUARTERS | | |
| 4. DAYS GROUNDED | | |
| 5. UNCONSCIOUS | HOURS | MIN. |

6. DISPOSITION

E

7. EXPOSURE

- | | | |
|-----------------------------------|---------------------------------------|-------------------------------------|
| <input type="checkbox"/> 1 - MILD | <input type="checkbox"/> 2 - MODERATE | <input type="checkbox"/> 3 - SEVERE |
|-----------------------------------|---------------------------------------|-------------------------------------|

8. SHOCK

- | | | |
|-----------------------------------|---------------------------------------|-------------------------------------|
| <input type="checkbox"/> 1 - MILD | <input type="checkbox"/> 2 - MODERATE | <input type="checkbox"/> 3 - SEVERE |
|-----------------------------------|---------------------------------------|-------------------------------------|

(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDDIC, NAVMED P5082.)

LEAVE THESE COLUMNS BLANK

A. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

B. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

C. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

D. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

E. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

9. LABORATORY TESTS

A. TISSUE TESTED

B. METHOD USED

C. LABORATORY DOING TEST

D. RESULT

CARBON MONOXIDE

ALCOHOL

LACTIC ACID

OTHER (SPECIFY)

10. X-RAY RESULTS:

CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

11. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP

DIAGNOSIS

METHOD OF DISCOVERY

WAIVERS (AS APPLICABLE)

ANNUAL PHYSICAL

SICK CALL

AUTOPSY

OTHER

AUTHORITY

DATE

12. AUTOPSY CONDUCTED BY:

M - MILITARY PATHOLOGIST

F - FLIGHT SURGEON

C - CIVILIAN PATHOLOGIST

Y - OTHER

PROTOCOL ATTACHED

WILL BE FORWARDED

13. MATERIAL SUBMITTED TO AFM:

1 - AUTOPSY REPORT

3 - PICTURES

2 - FROZEN TISSUE

4 - FIXED TISSUE

14. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS:

No information available since body was removed and buried before this Flight Surgeon was notified by the board.

NAME

SAUER, William Charles

SERIAL NO.

(b) (6)

A/C

FAB

BUNO

150473

ENCLOSURE (4)

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)SPECI~~A~~AL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM USCG AIR STATION SAN DIEGO, CALIF				2. DATE OF MISHAP 22 NOV 69	3A. DATE OF RESCUE 22 NOV 69
3. LOCATION AND DUTIES OF RESCUE VEHICLE USCG AIR STATION SAN DIEGO -- SAR				4. RESCUE VEHICLE (Type/Model) HH3F	
5. NUMBER OF PERSONNEL ON RESCUE TEAM	SA. IN RESCUE VEHICLE OR ON RESCUE TEAM	5B. TO BE RESCUED	5C. RESCUED	6. RESCUE BACK UP MEANS 1 HH3F at CGAS SDIEGO	
4	3		2		
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)				8. WEATHER CONDITIONS AT RESCUE SITE	
220837U	NOTIFIED BY MIRAMAR RATTIC (PHONE)			8A. WATER TEMPERATURE NA °F	8B. AIR TEMPERATURE 55 °F
220839U	48 MILES			8C. WIND VELOCITY CALM	
220902U	YES			8D. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION ROCKY MOUNTAIN	
220905U	RADAR VECTORS TO SCENE			8E. EQUIPMENT ACTUALLY USED DURING RESCUE	
220910U	FIRST SURVIVOR WAS LOCATED VISUALLY			HOIST (BASKET)	
220945U	SECOND SURVIVOR WAS LOCATED BY SMOKE FLARE				
2	WAS MIRAMAR, CALIF.				

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

NONE

11. PERSONNEL REQUIRING RESCUE NAME-LAST FIRST INITIAL	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT <i>Physical condition, ignorance of equipment, sea state, etc.</i>
WILKENING, William F	MIDAIR COLLISION/BAILOUT	NONE
HELLMAN, John S.	H H H	H

12. REMARKS: (Training of rescue team or crew, communication equipment/technique, retrieval equipment/technique, rescue vehicle)
HH3F CGNR 1435 LOCATED AND HOISTED TWO SURVIVORS, THEN CONTINUED SEARCH FOR THIRD PERSON. 1030U MIRAMAR OPERATIONS ADVISED GROUND PARTY HAD LOCATED BODY OF THIRD PERSON AT CRASH SITE, NO FURTHER CG ASSISTANCE REQUIRED. HH3F 1435 DEPARTED SCENE FOR NAS MIRAMAR.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL
R. L. Cook *R. L. Cook* SIGNATURE OF SUBMITTING OFFICIAL

R. L. COOK, CDR, USCG, OPERATIONS OFFICER

15. NAME AND TITLE OF FORWARDING OFFICIAL

SIGNATURE OF FORWARDING OFFICIAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (11)



W-124 AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69 F8J BUNO
149212, F4B BUNO 150473 pilots HELLMAN and SAUER.
Artist's rendition showing relative position of F4B, SBO3, and P8J, NJ-22,
at instant of impact. The view is from directly above the two aircraft.

Enclosure (2)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

NNNN

TSUZ4881
/CSLA864

PTTUZYUN RUMJGFB1791 3272038-UUUU--RUCILSA.

ZNR UUUUU

P R 232038Z NOV 69

FM MARFITATKTRAPON ONE ZERO ONE

TO RUMJAPA/FITRON ONE TWO FOUR

INFO RUCILSA/NAVSAFECEN

RUMJUMA/COMNAVAVIRPAC

RUMJAPA/COMFAIRMIRAMAR

RUMJAPA/COMREDATKCRAIRWING ONE TWO

RUMHFTA/CG FMFPAC

ZEM/CG THIRD MAW

ZEM/MAG THREE THREE

BT

UNCLAS

AIRCRAFT ACCIDENT INVESTIGATION: YOUR AAR 3-70A/MY AAR 3-70A

A. OPNAVINST 3750-6F

B. FITRON ONE TWO FOUR MSG 222222Z NOV 69

1. IAN REF (A) MAJOR (b) (6) AND 1/LT W.F. WILKENING WILL REPORT 24 NOV TAD YOUR ORG PD ABT TWO WKS IN CONN WITH ACFT ACCIDENT INVEST REF (B)

2. MAJ (b) (6) PROVIDES NECESSARY ASSISTANCE AS MY REPRESENTATIVE.
LT WILKENING PARTICIPATES AS CREWMEMBER IAN REF (A).

BT

#1791

00	01	01A	01B	01C	01D	01E	01F	02	02A	02B	03	05	06
/	/	/	/	/	/	/	/	/	/	/	/	/	/

TOR. CHANNEL NUMBER B-360

INIT: RT DATE

05	10	11	12	13	20	30	40	50	60	70	80	90	00
A	/	/	/	/	/	/	/	/	/	/	/	/	/

F-8J / 17912 rmd: E-124-3-70A 11/22/69 NOV 232038Z



NNNNOSWYGLAUNUSYN931

FITUZYUM RUWJAPA487 3270234-UUUU--RUCILSA.

ZNR UUUUU

P 250234Z NOV 69

FM FITRON ONE TWO FOUR

TO RUENAAA/CNO

RUCILSA/NAVSAFECEN

RUWJGFA/VMFAT ONE ZERO ONE

INFO RULSSDE/NAVAIRSYSCOMHQ

RUND SAA/COMELEVEN

ZEN/COMREDATKCARAIRWING ONE TWO

ZEN/COMFAIRWIRAMAR

RUWJMUA/COMMNAVAIRPAC

RUEBHOA/CMC

RUMTATE/NAVPLANTREPO DALLAS

RUECHNA/NAVPLANTREPO ST LOUIS

RUEHFMFA/CGFMFPAC

RUEBHOA/CGFMPLANT

RUCLSKA/COMREDATKCARAIRWING

RURIBRA/CINCPACFLT

RUEBJFA/CHNAVPERS

RUEBPD/DIRAFIP

RUNJABA/DAS NORTON AFB

SUPP AAR

00	01	011	012	013	014	015	02	02A	02B	03	05	06
/	/	/	/	/	/	/	/	/	/	/	/	/
TOP:						CHANNEL NUMBER <u>A-446</u>						
SOUR: <u>RT</u>						DATE _____						
10	11	11	12	13	14	15	16	17	18	19	20	21
/	/	/	/	/	/	/	/	/	/	/	/	/

PAGE TWO RUWJAPA487 UNCLAS FOR OFFICIAL USE ONLY
BT

UNCLAS FOR OFFICIAL USE ONLY //N83758//

NAVY SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT.

(A) OPNAVIAST 3758.GF

1. 22 NOV 69 0825Z DAY

2. 250 R 48 NM IMPERIAL TACAN

3. F8J, 149212

4. VF-124 AAR 3-78A

5. PILOT EJECTED WHILE ACFT WAS IN UNCONTROLLED FLIGHT.

6. MILKENING, W. F., ILT, USMR, ACTIVE, (b) (6) 7581,F, RIO OF
BUNO 150474 MARTINBAKER MK7 ALTITUDE/ ~~WITNESS~~ AIRSPEED UNKNOWN

7. PILOT OF MARINE FAB BUNO ~~153473~~, SAUER, WILLIAM C. CAPT,

8. (b) (6) 7521, USMC, ACTIVE, ALFA 150473 *per ADV AAR*

9. AUTOVON 959-3384 CORRECTION

BT

20487

NOV 23 0234Z

COUNT
F8J/149212
F40/150473

VF-124 3-78A
VMFAT-141 3-70A

11/23/69

